

City of

Bellevue



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DATE: June 4, 2014

TO: Bellevue Transportation Commission

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SUBJECT: Comprehensive Plan Update: Transportation Element Policy Recommendations

INTRODUCTION

At the Transportation Commission meetings on March 14, April 10, and May 8, staff reviewed recommended policy updates to the [Transportation Element](#). On, June 12, 2014, staff will review and discuss recommended Transportation Element policy language regarding the Pedestrian and Bicycle Transportation System, State Highways/Corridors, Freight Mobility, Air Quality, and Neighborhood Protection. Staff seeks direction from the Commission regarding specific recommended policy language.

Transportation Element Policy Recommendations

The following policy recommendations have been reviewed by staff and are included under each section heading; edited existing policies are shown with their existing TR-policy number, and recommended new policies are depicted as TR-A, B, C, etc.

Attachment 1 is the legislative draft format of each policy amendment recommendation.

Policy Recommendations to Update Language, Fill Gaps or Support Initiatives

Pedestrian and Bicycle Transportation System

In advance of the pending (2014/2015) update to the Pedestrian and Bicycle Transportation Plan, policy recommendations for the Transportation Element consist largely of streamlining and consolidation. Proposed new policies incorporate the topics of public health and active transportation, and a new stand-alone policy supports a bike-share program in Bellevue. Recommended Eastside Rail Corridor policies note the conversion of the corridor to public ownership from the Burlington Northern Santa Fe Railroad.

TR-76. Promote and facilitate walking and bicycling.

TR-77. Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.

TR-79. Implement pedestrian and bicycle projects that:

1. Address safety issues;

2. Provide access to activity centers such as schools and parks, public facilities such as libraries and community centers, retail centers, employment centers, commercial areas and higher density residential neighborhoods ;
3. Provide access to the transit and school bus systems;
4. Complete and connect planned pedestrian or bicycle facilities;
5. Develop primary north-south or east-west bicycle routes across the city;
6. Improve multimodal level of service along travel corridors; and
7. Serve residents who have special accessibility needs.

TR-83. Continue programs to construct, maintain and repair pedestrian and bicycle transportation system facilities in accordance with current standards.

TR-84. Obtain sidewalk and trail improvements and easements, and on-site bicycle parking consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code through the development review process.

TR-85. Coordinate with neighboring jurisdictions the planning, design and construction of pedestrian and bicycle facilities that pass through Bellevue as part of a regional system, such as the Lake Washington Loop system.

TR-86. Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.

TR-87. Develop and implement a “share the road/share the trail” concept for pedestrians, bicyclists and motorists.

TR-88. Recognize the community health and environmental benefits of walking, jogging, and bicycling, and provide adequate opportunities for such activities in project design and funding.

TR-A. Promote and support the design, development and use of the Eastside Rail Corridor as a regional pedestrian and bicycle facility.

TR-B. Preserve the opportunity for multi-modal transportation use and access for the Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor.

TR-C. Support walking, bicycling and other forms of active transportation to promote the health benefits for individuals and environmental benefits for the community.

TR-D. Support establishment and operation of a bicycle sharing program in Bellevue.

State Highways/Corridors

This section updates policy with respect to the status of projects that were “in the pipeline” in 2004 when the existing policy language was adopted. As a result, the policy section is significantly shortened.

TR-89. Support and advocate for improved freeway-interchanges.

TR-90. Support and advocate for the completion of the regional HOV system.

TR-91. Encourage enhanced freeway access to serve downtown Bellevue, Wilburton, Bel-Red, Eastgate and Factoria.

TR-92. Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways

TR-93. Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.

TR-96. Support High Capacity Transit (HCT) facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit demand in Bellevue.

TR-97. Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.

TR-98. Support including facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90, I-405 and SR-520.

TR-100. Actively participate in the planning, design and construction of the SR-520 Medina to SR 202: Eastside Transit and HOV Project including the recommended interchange improvements at 124th Avenue NE and the completion of the 520 Trail.

Freight Mobility

This section includes the recommendation from the Downtown Transportation Plan to provide for curbside load/unload space to accommodate parcel delivery for residents and small businesses.

TR-101. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

TR-102. Require that new private development provides for freight loading and unloading on-site rather than on the public right-of-way.

TR-E. Provide for curbside space to accommodate parcel loading/unloading.

Air Quality

Proposed new policy related to Greenhouse Gas Emissions and relationship to mobility options. Council adopted Resolution 7517 that signs on to the U.S. Mayors Climate Protection Agreement, Section 1.4: *Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit;*

TR-111. Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.

TR-F. Reduce transportation-source greenhouse gas emissions through the implementation of mobility options and technologies.

TR-G. Provide on-street, curbside spaces for the exclusive use of electric vehicle charging stations.

Noise

TR-112. Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.

Neighborhood Protection

As determined by staff, this policy section is largely intact from 1993, and is significantly out of date. Assumptions and connections to freeway expansion that are claimed to result in improving neighborhood traffic conditions is recommended to be removed as this relationship is potentially tenuous—given understandings of induced demand and repercussive impacts on the entire roadway network—and a little behind the time. Policy recommendations include adding policy to recognize the range of impacts schools have on neighborhood livability, and recognizing that it is essential to incorporate all roadway users into the design and implementation of traffic safety projects. Staff also recommends removing language that is explicit to “capacity expansion” in consideration for the movement toward multimodal level of service. Recommended policy language is more generally tied to all types of projects—through the project lifecycle—that may impact neighborhood livability.

TR-115. Preserve the safety and livability of residential streets by managing traffic through a strong and adequately funded neighborhood traffic safety program, including designing new and retrofitting residential streets, while providing connectivity.

TR-116. Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases.

TR-117. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

TR-118. Mitigate or avoid air quality, noise, light/glare and other significant, adverse environmental impacts in the planning and implementation of transportation projects.

TR-119. Minimize spillover parking from commercial areas, schools, parks, park and ride lots, rail stations, transit stops and other facilities that may result in parking encroachment in residential neighborhoods, through residential parking zones and other measures.

TR-120. Develop and implement an arterial street plan, addressing the nature and conditions of arterials, and guidelines for the design of these streets to be compatible with the abutting uses.

TR-121. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.

TR-H. Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.

TR-I. Actively partner with the administration and PTSA of local private and public schools to reduce congestion, improve safety for all roadways users and mitigate the impacts on surrounding streets through the construction of traffic safety and school property improvements, as well as the encouragement of walking, biking, and bus use.

NEXT STEPS

On July 10, staff will review recommendations for amendments to the Transportation Element tables and figures that support transportation policies and also fulfill requirements of the Growth Management Act and the Puget Sound Regional Council for Comprehensive Plan certification.

Recommended policy amendments from the Transportation Commission will be forwarded to the Planning Commission for review – the timing for this action is yet to be precisely determined, it is likely to occur in the summer/fall of 2014.

ATTACHMENTS

1. Policy amendment staff recommendations spreadsheet

ATTACHMENT 1. Staff recommendations – Transportation Element_Ped-Bike, Neighborhoods & Other Sections (June 12, 2014)

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Pedestrian and Bicycle Transportation System				
TR-76	Promote and facilitate the effective use of non-motorized transportation.	Still valid		Edit	Promote and facilitate the effective use of non-motorized transportation <u>walking and bicycling.</u>
TR-77	Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.	Still valid	Convert to term “mobility option”	Edit	Consider <u>Incorporate</u> pedestrians and bicycles facilities along with other travel modes <u>mobility options</u> in all aspects of planning, developing <u>and maintaining</u> the transportation system.
TR-78	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.	Time to go	Covered in TR-79 as amended Safe – TR-79.1 Connective – TR-79.4	Repeal	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-79	Assign high priority to pedestrian and bicycle projects that: 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities or trails; 5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; 6. Conform to and are consistent with Bellevue’s roadway classification system; and 7. Serve concentrations of residents with special accessibility needs.	Still valid		Edit	Assign high priority to Implement the P <u>Pedestrian and B</u> <u>bicycle Transportation Plan</u> <u>and prioritize</u> projects that: 1. Address safety issues; 2. Provide access to activity centers such as schools, and parks, public facilities such as libraries and community centers, retail centers, major employment centers, <u>commercial areas</u> and concentrations of higher density housing residential neighborhoods and commercial areas ; 3. Provide access ible linkages to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities or trails ; 5. Provide system connectivity or provide connections to the existing portions of the system to d <u>D</u> evelop primary north-south or east-west <u>bicycle</u> routes <u>across the city</u> ; 6. <u>Improve multimodal level of service along travel corridors</u> ; Conform to and are consistent with Bellevue’s roadway classification system ; and 7. Serve concentrations of residents with who <u>have</u> special accessibility needs.

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TR-80	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.	Still valid	Covered in TR-79	Repeal	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.
TR-81	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.	Still valid	Covered in TR-78	Repeal	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan
TR-82	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.	Still valid	Covered adequately in amended TR-83	Repeal	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.
TR-83	Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.	Still valid		Edit	Continue programs to construct, maintain and repair <u>sidewalks-pedestrian and bicycle transportation system facilities in accordance with current standards.</u> Periodically review standards for maintenance and repair and revise as appropriate.


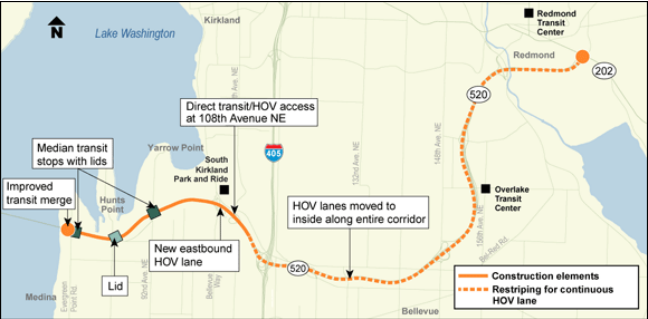
Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-84	Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.	Still valid		Edit	Secure-Obtain sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan <u>and the Land Use Code</u> through the development review process.
TR-85	Coordinate the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors, such as the Lake Washington Loop system, continue into neighboring jurisdictions.	Still valid		Edit	Coordinate <u>with neighboring jurisdictions</u> the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of corridors that pass through Bellevue corridors, as part of a regional system, such as the Lake Washington Loop system, continue into neighboring jurisdictions.
TR-86	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.	Still valid		Edit	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street <u>pedestrian or bicycle facility</u> walkway or bikeway.
TR-87	Develop an effective “share the road/share the trail” concept for pedestrian and bicycle education programs for the motorized and non-motorized public.	Still valid		Edit	Develop and <u>implement a effective</u> “share the road/share the trail” concept for pedestrian s and, <u>bicycle bicyclists and motorists education</u> programs for the motorized and non-motorized public.

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TR-88	Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.	Still valid		Edit	Recognize the <u>community health and environmental benefits</u> importance of walking, jogging, <u>and</u> bicycling, and equestrian activities as recreational pursuits , and provide adequate opportunities for such activities <u>in project design and funding</u> .
TR-A			Eastside Rail Corridor policy	New	<u>Promote and support the design, development and use of the Eastside Rail Corridor as a regional pedestrian and bicycle facility.</u>
TR-B	Existing policy TR-35 Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-model transportation use and access.		Change from BNSF to Eastside Rail Corridor policy and prioritize preserving the opportunity for multimodal use	New to this section	<u>Preserve the opportunity for multi-modal transportation use and access</u> Recognize the transportation and recreation uses under consideration for the BNSF rail corridor <u>Eastside Rail Corridor</u> when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-model transportation use and access.
TR-C			Community and environmental health policy	New	<u>Support walking, bicycling and other forms of active transportation to promote the health benefits for individuals and environmental benefits for the community.</u>

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TR-D			Bike sharing policy extracted from policy TR-94	New	<u>Support establishment and operation of a bicycle sharing program in Bellevue.</u>
Section	State Highways/Corridors				
TR-89	Work with state and regional agencies to improve freeway-to-freeway access.	Still valid	Support and advocacy	Edit	<u>Support and advocate for</u> Work with state and regional agencies to improve <u>freeway-to-freeway access</u> interchanges.
TR-90	Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.	Still valid		Edit	Support <u>and advocate for the</u> completion of the regional HOV system, <u>including</u> . Work with state and regional agencies to improve <u>HOV access to the freeway system and freeway-to-freeway HOV linkages at I 405/SR 520, I 405/I 90 and I 5/SR-520.</u>
TR-91	Encourage enhanced access and improved freeway interchanges to serve downtown Bellevue and other key activity centers.	Still valid		Edit	Encourage enhanced <u>freeway</u> access and improved freeway interchanges to serve downtown Bellevue, <u>Wiburton, Bel-Red, Eastgate and Factoria</u> and other key activity centers.
TR-92	Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.	Still valid		Retain	Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways

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TR-93	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.	Still valid		Edit	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.
TR-94	Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.	Still valid but Time to go	Project types embedded in this policy are covered within other TR policies.	Repeal	Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.
TR-95	Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.	Time to go	Design decision made: Alternative R8-A I-90 Two-Way Transit and HOV Operations. The center roadway runs westbound in the mornings and eastbound in the evenings. High occupancy vehicles traveling eastbound in the mornings and westbound in the evenings must use general-purpose lanes. This project will add HOV lanes for 24-hour use in both directions.	Repeal	Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.

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TR-96	Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.	Still valid	I -90 west is covered with ST-2 implementation of East link, I-90 east plus potential new HCT of I-405 and SR 520 would be part of ST-3	Edit	Support High Capacity Transit (HCT) facilities <u>and service</u> on I-90, <u>I-405</u> , and SR- 520, with service to that will accommodate anticipated transit demand in Downtown Bellevue included as an integral part of each option.
TR-97	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.	Still valid	Still a work in progress	Retain	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.
TR-98	Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).	Still valid	Specifically referencing the completion of the 520 Trail is included in TR-100	Edit	Work with state agencies to Support include <u>inge non-motorized</u> facilities <u>for pedestrians and bicycles</u> when planning, designing and constructing enhancements to I-90 (east of I-405) , I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).
TR-99	Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.	Time to go	Acknowledged in Figure TR-13. Highways of Statewide Significance	Repeal	Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.

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TR-100	Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.	Still valid	<p>Project under construction in two parts:</p> <p>I-5 to Medina: Bridge Replacement and HOV Project will replace the interchanges and roadway between I-5 in Seattle and the eastern end of the floating bridge.</p>  <p>Medina to SR 202: Eastside Transit and HOV Project: The Eastside Transit and HOV Project will complete and improve the 8.8-mile HOV system from Evergreen Point Road to the SR 202 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction.</p>	Edit	<p>Actively participate in the <u>planning, design and construction of the SR-520 bridge replacement and HOV project</u><u>Medina to SR 202: Eastside Transit and HOV Project.</u>Evaluate access needs in the SR-520 corridor including the recommended new interchange improvements on-ramp at Bellevue Way NE<u>124th Avenue NE and the completion of the 520 Trail.</u></p> 

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Section	Freight Mobility				
TR-101	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.	Still valid		Retain	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.
TR-102	Require that new private development provide for freight loading and unloading on-site rather than on the public right-of-way.	Still valid		Retain	Require that new private development provides for freight loading and unloading on-site rather than on the public right-of-way.
TR-E			Recommendation from Downtown Transportation Plan to accommodate curbside deliveries to the benefit of residents and small businesses, expand to citywide.	New	<u>Provide for curbside space to accommodate parcel loading.</u>
Section	Air Quality		Coordinate with and/or move to Environmental Element.		
TR-111	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.	Still valid		Retain	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.

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TR-F			Policy on climate change to reduce transportation-source contributions to greenhouse gas emissions. Environmental Element policy recommendation: <i>Establish a citywide target and take positive actions to reduce greenhouse gas emissions such as increasing tree canopy, reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.</i>	New policy	<u>Reduce transportation-source greenhouse gas emissions through the implementation of mobility options and technologies.</u>
TR-G	Electric Vehicle Charging Stations		Referral from Downtown Transportation Plan and Downtown Livability Initiative, citywide application	New policy	<u>Provide on-street, curbside spaces for the exclusive use of electric vehicle charging stations.</u>
Section	Noise		Coordinate with and/or move to Environmental Element.		
TR-112	Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.			Edit	Consider physical design treatments <u>for arterials</u> to reduce <u>traffic</u> noise in residential neighborhoods before a major street construction program is implemented.

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Section	Neighborhood Protection				
TR-113	Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing city needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions	Time to go	Policy suggests that arterial widening will create cut-through traffic or that arterial widening will increase capacity thus limiting the amount of vehicles using neighborhood streets (the connection to increased capacity resulting in increased demand is well-documented). Intent of this policy is reiterated in subsequent policies.	Repeal	
TR-114	Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.	Time to go	Covered in State Highways/Corridors Section. Existing policy is based on the premise that wider arterials ease congestion. Assumptions about freeway expansion reducing the need to widen arterials, let alone protecting neighborhoods may be dated.	Repeal	

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TR-115	<p>Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:</p> <ol style="list-style-type: none"> 1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and 2. Design new residential streets to discourage cut-through traffic, while providing for connectivity. <p><i>Cross-reference: See Policies TR-48 and TR-49.</i></p>	Still valid	Incorporating language that states that we also work to reduce vehicle speeds and removing references to street classification. Also, includes reference to adequately funded neighborhood traffic safety program to ensure all neighborhood protection policies can be sufficiently upheld.	Edit	<p>Preserve the safety <u>and livability</u> of residential streets and the livability of residential neighborhoods by <u>managing traffic through a strong and adequately funded neighborhood traffic safety program, including designing new and retrofitting residential streets, while providing connectivity.</u> discouraging non-local traffic on streets classified as local. Emphasize the following measures:</p> <p>1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and</p> <p>2. Design new residential streets to discourage cut through traffic, while providing for connectivity</p>
TR-116	Consider neighborhood traffic conditions in prioritizing planned capacity improvements.	Still valid	Existing policy does not connect with the gamut of projects that may impact neighborhoods. Policy language is recommended to be strengthened to and ensure that neighborhood protection is embedded and at least considered throughout the lifecycle of any project.	Edit	<p>Consider neighborhood traffic <u>and livability</u> conditions <u>and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases</u> in prioritizing planned capacity improvements.</p>

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TR-117	Evaluate neighborhood impacts as part of corridor and subarea transportation studies.	Still valid		Retain	Evaluate neighborhood impacts as part of corridor and subarea transportation studies.
TR-118	Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.	Still valid	Move to Environmental Element (or other element) as the edited policy pertains to all road projects, presumably, not just tied to neighborhood protection.	Edit	Mitigate <u>or avoid</u> air quality, noise, light/glare and other significant, adverse environmental impacts <u>in the planning and implementation</u> of proposed transportation projects on adjacent neighborhoods .
TR-119	Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.	Still valid	Incorporate references to spillover parking around transit facilities and Park and Ride lots.	Edit	Minimize spillover parking from commercial areas, <u>schools</u> , parks, <u>park and ride lots, rail stations, transit stops</u> and other facilities <u>that may-</u> result in parking encroachment <u>ing</u> in residential neighborhoods, through residential parking zones and other measures.
TR-120	Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for designing these streets to be compatible with the abutting uses to the greatest extent possible.	Still valid	Move to the 'Roadways' section	Edit	Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for <u>the</u> designing <u>of</u> these streets to be compatible with the abutting uses to the greatest extent possible .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-121	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.	Still valid	Not sure what is meant by “reasonable limits” Policy reformulated to allow for repurposing the right-of-way along a corridor to optimize person throughput – consistent with multimodal level of service policy recommendation. Move to appropriate section as it is no longer a policy focused on Neighborhood Protection.	Edit	Monitor traffic growth volume on collector arterials and take measures to keep volumes within reasonable limits, or where excess vehicular capacity exists, A allowing for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
TR-H			Recognizes that neighborhood traffic safety projects should not be intended to solely reduce vehicle speeds, for example (even if an <i>outcome</i> is improved pedestrian experience, for example), but can also actively enhance the experience for other roadway users.	New policy	<u>Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-I			Acknowledges the impact schools have on neighborhood livability.	New policy	<u>Actively partner with the administration and PTSA of local private and public schools to reduce congestion, improve safety for all roadways users and mitigate the impacts on surrounding streets through the construction of traffic safety and school property improvements, as well as the encouragement of walking, biking, and bus use.</u>